

April 1, 2021

NEX-2020159.00

Ms. Nicole Y. Huang  
Wan Yan, LLC  
53 Mayflower Drive  
North Andover, Massachusetts 01845

**SUBJECT: Trip Generation Letter**  
Proposed Ye's Table Asian Cuisine Restaurant  
125 Merrimack Street (Route 110)  
Methuen, Massachusetts

Dear Ms. Huang:

**Greenman-Pedersen, Inc. (GPI)** has prepared this letter to evaluate the expected trips associated with the proposed redevelopment of the property at 125 Merrimack Street in Methuen, Massachusetts. The site is currently occupied by a ±2,475 square foot (SF) bank with a ±2,475 SF basement. The project consists of expanding the existing building to be a ±4,640 SF restaurant with a ±2,475 SF basement. Access and egress to the site is currently provided via two curb-cuts on Merrimack Street; one enter-only driveway and one exit-only driveway shared with the adjacent restaurant. As part of redevelopment, the curb cuts will not change, however, the enter-only driveway will be modified to provide full access and egress. The redevelopment project does not include any work to be performed within the State Highway Layout. The site is bounded by Giovanni's Roast Beef and Pizza restaurant to the north, Sunoco Gas Station to the south, Merrimack Street to the west, and vacant land/residential homes to the east. The site location in relation to the surrounding roadways is shown on the map on Figure A-1 within the Attachments.

### Trip Generation

To estimate the volume of traffic to be generated by the proposed redevelopment, trip-generation rates published by the ITE *Trip Generation Manual*<sup>1</sup> were researched. Land Use Code (LUC) 912 (Drive-In Bank) was used to estimate the existing trip generation and LUC 932 (High-Turnover [Sit-Down] Restaurant) was used to estimate the proposed trip generation.

Not all of the vehicle trips expected to be generated by the proposed redevelopment represent *new* trips on the study area roadway system. Studies have shown that for developments such as the one proposed, a substantial portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic or are diverted from another route to the proposed site. For example, some vehicles which are already on the roadways may decide to visit the site on their way to another destination. Based on information published in the ITE *Trip Generation Handbook*,<sup>2</sup> the average *pass-by* trip percentage is 43 percent during the weekday PM peak hour for the proposed restaurant (LUC 932). Additionally, the average *pass-by* trip percentage is 29 percent during the weekday AM peak hour, 35 percent during the weekday PM peak hour, and 38 percent during the Saturday midday peak hour for the existing bank use (LUC 912). Table 1 summarizes the results of the trip-generation estimates. The trip generation and pass-by data are attached to this letter.

<sup>1</sup> *Trip Generation, 10<sup>th</sup> Edition*. Institute of Transportation Engineers; Washington, DC; 2017.

<sup>2</sup> *Trip Generation Handbook*; 3<sup>rd</sup> Edition; Institute of Transportation Engineers; Washington, DC; August 2014.

**TABLE 1**  
**Trip Generation Summary**

| Time Period/Direction             | New Trips             |                       |                         |
|-----------------------------------|-----------------------|-----------------------|-------------------------|
|                                   | Existing <sup>a</sup> | Proposed <sup>b</sup> | Difference <sup>c</sup> |
| <b>Weekday Daily</b>              | 374                   | 454                   | 80                      |
| <b>Weekday PM Peak Hour:</b>      |                       |                       |                         |
| Enter                             | 33                    | 28                    | (5)                     |
| Exit                              | <u>32</u>             | <u>12</u>             | <u>(20)</u>             |
| Total                             | 65                    | 40                    | (25)                    |
| <b>Saturday Daily</b>             | 266                   | 496                   | 230                     |
| <b>Saturday Midday Peak Hour:</b> |                       |                       |                         |
| Enter                             | 41                    | 24                    | (17)                    |
| Exit                              | <u>39</u>             | <u>22</u>             | <u>(17)</u>             |
| Total                             | 80                    | 46                    | (-34)                   |

<sup>a</sup> ITE LUC 912 (Drive-In Bank) for 4,950 SF.

<sup>b</sup> ITE LUC 932 (High-Turnover [Sit-Down] Restaurant) for 7,115 SF.

<sup>c</sup> Proposed Trips minus Existing Trips.

As shown in Table 1, the proposed redevelopment is expected to generate 25 fewer new vehicle trips (5 fewer entering and 20 fewer exiting) during the weekday PM peak hour and 34 fewer new trips (17 fewer entering and 17 fewer exiting) during the Saturday midday peak hour. It should be noted that the volume of *pass-by* traffic does not reduce the total volume of traffic generated by the redevelopment and the external trips will still be realized as turning movements at the site driveways.

The proposed redevelopment will result in increases in traffic on the study area roadways over the entirety of the weekday and Saturday. The redevelopment is expected to result in a decrease of traffic on the proposed site during the peak hours. Traffic-volume increases beyond the study area during a full day are expected to be in the range of 40 to 115 vehicles. Merrimack Street carries approximately 17,700 vehicles per day (vpd)<sup>3</sup>, resulting in a negligible increase (less than one percent). The traffic-count data is attached to this letter.

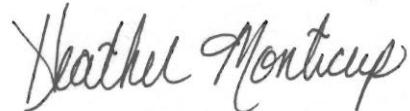
<sup>3</sup> Massachusetts Transportation Data Management System; Station 5026 – Merrimack Street, east of Route I-495 (Methuen).

Ms. Nicole Y. Huang  
April 1, 2021  
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Should you have any questions, require additional information, or if I can be of any assistance during the review process, please feel free contact me at (978) 570-2968.

Sincerely,

**GREENMAN-PEDERSEN, INC.**

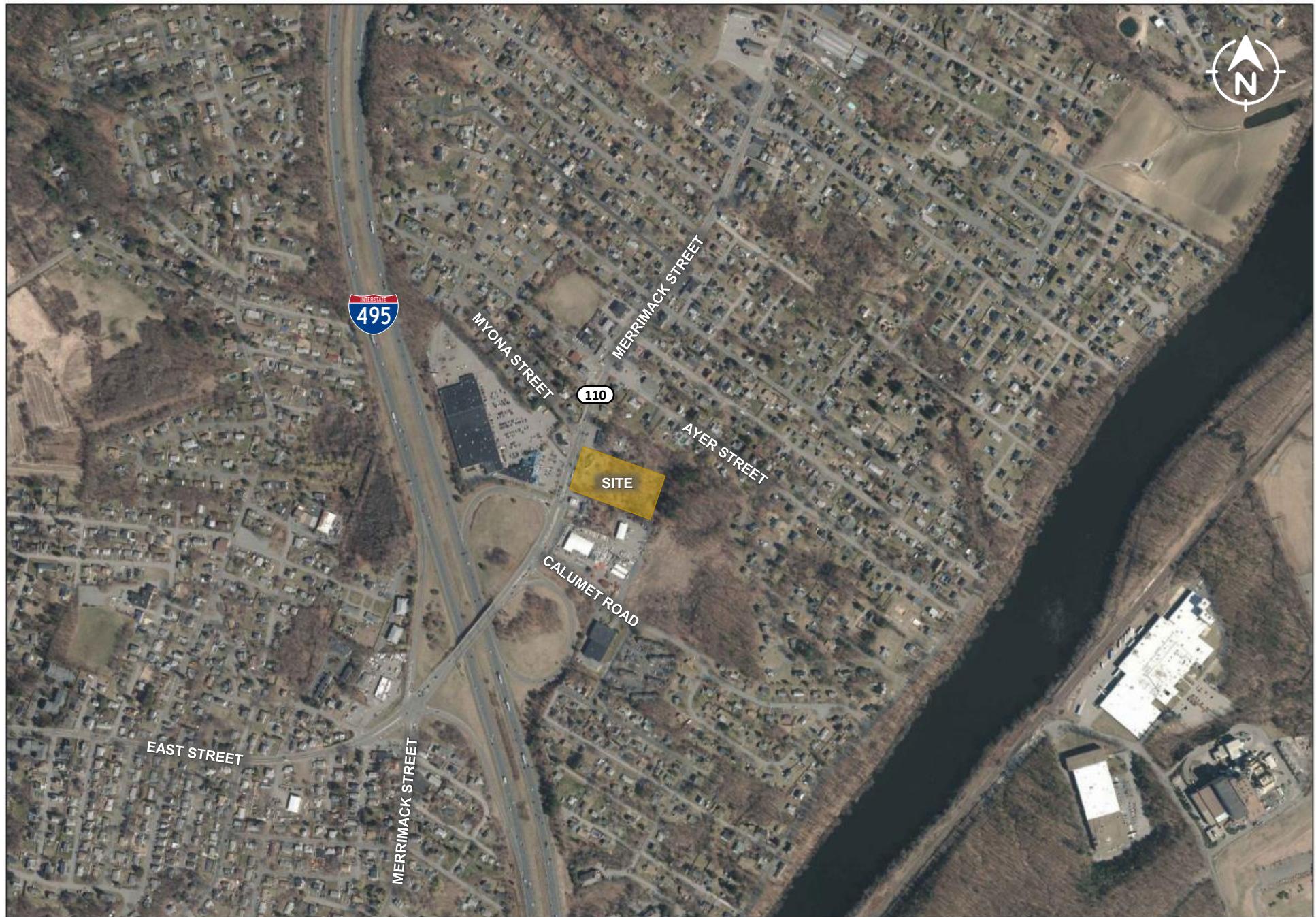


Heather L. Monticup, P.E.  
Assistant Vice President / Director of Land Development Traffic

Attachments:

1. Figure A-1 – Site Location Map
2. Trip Generation Data
3. MassDOT Traffic-Count Data

cc: David R. Jordan, GPI



## Trip Generation Data

|                 | Existing Trips |           |            | Proposed Trips |            |            | Additional Trips |            |            |
|-----------------|----------------|-----------|------------|----------------|------------|------------|------------------|------------|------------|
|                 | Bank           |           | LUC 912    | Restaurant     |            | LUC 932    |                  |            |            |
|                 | Total          | Pass-By   |            | New            | Pass-By    |            | Total            | Pass-By    | New        |
| Weekday Daily   |                |           |            |                |            |            |                  |            |            |
| In              | 264            | 77        | 187        |                | 399        | 172        | 227              | 135        | 95         |
| <u>Out</u>      | <u>264</u>     | <u>77</u> | <u>187</u> |                | <u>399</u> | <u>172</u> | <u>227</u>       | <u>135</u> | <u>95</u>  |
| Total           | 528            | 154       | 374        |                | 798        | 344        | 454              | 270        | 190        |
| Weekday PM      |                |           |            |                |            |            |                  |            |            |
| In              | 51             | 18        | 33         |                | 43         | 15         | 28               | -8         | -3         |
| <u>Out</u>      | <u>50</u>      | <u>18</u> | <u>32</u>  |                | <u>27</u>  | <u>15</u>  | <u>12</u>        | <u>-23</u> | <u>-3</u>  |
| Total           | 101            | 36        | 65         |                | 70         | 30         | 40               | -31        | -6         |
| Saturday Daily  |                |           |            |                |            |            |                  |            |            |
| In              | 214            | 81        | 133        |                | 435        | 187        | 248              | 221        | 106        |
| <u>Out</u>      | <u>214</u>     | <u>81</u> | <u>133</u> |                | <u>435</u> | <u>187</u> | <u>248</u>       | <u>221</u> | <u>106</u> |
| Total           | 428            | 162       | 266        |                | 870        | 374        | 496              | 442        | 212        |
| Saturday Midday |                |           |            |                |            |            |                  |            |            |
| In              | 66             | 25        | 41         |                | 41         | 17         | 24               | -25        | -8         |
| <u>Out</u>      | <u>64</u>      | <u>25</u> | <u>39</u>  |                | <u>39</u>  | <u>17</u>  | <u>22</u>        | <u>-25</u> | <u>-8</u>  |
| Total           | 130            | 50        | 80         |                | 80         | 34         | 46               | -50        | -16        |

|                |     |                |     |
|----------------|-----|----------------|-----|
| Weekday Daily  | 29% | Weekday Daily  | 43% |
| AM Peak        | 29% | AM Peak        | 43% |
| PM Peak        | 35% | PM Peak        | 43% |
| Saturday Daily | 38% | Saturday Daily | 43% |
| SAT Peak       | 38% | SAT Peak       | 43% |

**Institute of Transportation Engineers (ITE)**  
**Land Use Code (LUC) 912 - Drive-In Bank**  
**General Urban/Suburban**

Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area  
Independent Variable (X): 4.950

**AVERAGE WEEKDAY DAILY**

$T = 82.87 * (X) + 117.10$   
 $T = 82.87 * 4.950 + 117.10$   
 $T = 527.31$   
 $T = 528$  vehicle trips  
with 50% ( 264 vpd) entering and 50% ( 264 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 9.50 * (X)$   
 $T = 9.5 * 4.950$   
 $T = 47.03$   
 $T = 47$  vehicle trips  
with 58% ( 27 vph) entering and 42% ( 20 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 20.45 * (X)$   
 $T = 20.45 * 4.950$   
 $T = 101.23$   
 $T = 101$  vehicle trips  
with 50% ( 51 vph) entering and 50% ( 50 vph) exiting.

**SATURDAY DAILY**

$T = 86.48 * (X)$   
 $T = 86.48 * 4.950$   
 $T = 428.08$   
 $T = 428$  vehicle trips  
with 50% ( 214 vpd) entering and 50% ( 214 vpd) exiting.

**SATURDAY PEAK HOUR OF GENERATOR**

$T = 26.35 * (X)$   
 $T = 26.35 * 4.950$   
 $T = 130.43$   
 $T = 130$  vehicle trips  
with 51% ( 66 vph) entering and 49% ( 64 vph) exiting.

***Institute of Transportation Engineers (ITE)***

**Land Use Code (LUC) 932 - High-Turnover (Sit-Down) Restaurant**

**General Urban/Suburban**

Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area

Independent Variable (X): 7.115

**AVERAGE WEEKDAY DAILY**

T = 112.18 \* (X)

T = 112.18 \* 7.115

T = 798.16

T = 798 vehicle trips

with 50% ( 399 vpd) entering and 50% ( 399 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 9.94 \* (X)

T = 9.94 \* 7.115

T = 70.72

T = 71 vehicle trips

with 55% ( 39 vph) entering and 45% ( 32 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

T = 9.77 \* (X)

T = 9.77 \* 7.115

T = 69.51

T = 70 vehicle trips

with 62% ( 43 vph) entering and 38% ( 27 vph) exiting.

**SATURDAY DAILY**

T = 122.40 \* (X)

T = 122.40 \* 7.115

T = 870.88

T = 870 vehicle trips

with 50% ( 435 vpd) entering and 50% ( 435 vpd) exiting.

**SATURDAY PEAK HOUR OF GENERATOR**

T = 11.19 \* (X)

T = 11.19 \* 7.115

T = 79.62

T = 80 vehicle trips

with 51% ( 41 vph) entering and 49% ( 39 vph) exiting.

**Table F.24 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 890—Furniture Store**

| SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION                 | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE   |
|--------------------------------|--------------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|----------|
|                                |                          |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |          |
| 41                             | Altamonte<br>Springs, FL | 1995                      | 212                  | 2:00–6:00 p.m. | 49                  | 20                    | 31       | 51    | —                                  | TPD Inc. |
| 17                             | Daytona Beach,<br>FL     | 1994                      | 39                   | 2:00–6:00 p.m. | 69                  | —                     | —        | 31    | —                                  | TPD Inc. |
| 24                             | Orlando, FL              | 1991                      | 103                  | 2:00–6:00 p.m. | 42                  | —                     | —        | 58    | —                                  | TPD Inc. |

Average Pass-By Trip Percentage: 53

“—” means no data were provided

**Table F.25 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION           | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                   |
|--------------------------------|--------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|--------------------------|
|                                |                    |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                          |
| 3.8                            | Camp Hill Mall, PA | March<br>2005             | 11                   | 7:45–8:45 a.m. | 27                  | —                     | —        | 73    | —                                  | McMahon Associates, Inc. |
| 3.8                            | Exeter Twp, PA     | March<br>2005             | 9                    | 8:00–9:00 a.m. | 24                  | —                     | —        | 76    | —                                  | McMahon Associates, Inc. |
| 3.8                            | York, PA           | March<br>2005             | 22                   | 7:45–8:45 a.m. | 34                  | —                     | —        | 66    | —                                  | McMahon Associates, Inc. |
| 3.8                            | York, PA           | March<br>2005             | 30                   | 8:00–9:00 a.m. | 27                  | —                     | —        | 73    | —                                  | McMahon Associates, Inc. |
| 3.8                            | Mountain Road, PA  | March<br>2005             | 34                   | 7:30–8:30 a.m. | 40                  | —                     | —        | 60    | —                                  | McMahon Associates, Inc. |
| 3.8                            | Muhlenberg, PA     | March<br>2005             | 7                    | 8:00–9:00 a.m. | 27                  | —                     | —        | 73    | —                                  | McMahon Associates, Inc. |
| 3.8                            | York, PA           | March<br>2005             | 15                   | 8:00–9:00 a.m. | 16                  | —                     | —        | 84    | —                                  | McMahon Associates, Inc. |
| 3.8                            | Derry Street, PA   | March<br>2005             | 27                   | 8:00–9:00 a.m. | 36                  | —                     | —        | 64    | —                                  | McMahon Associates, Inc. |

Average Pass-By Trip Percentage: 29

“—” means no data were provided

**Table F.26 Pass-By and Non-Pass-By Trips Weekday, Mid-Day Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION      | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD          | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE |
|--------------------------------|---------------|---------------------------|----------------------|----------------------|---------------------|-----------------------|----------|-------|------------------------------------|--------|
|                                |               |                           |                      |                      |                     | PRIMARY               | DIVERTED | TOTAL |                                    |        |
| 3.6                            | Arlington, WA | Sept. 2007                | —                    | 11:00 a.m.–2:00 p.m. | 34                  | 42                    | 24       | 66    | —                                  | 657    |
| 2.7                            | Lynnwood, WA  | Sept. 2007                | —                    | 11:00 a.m.–2:00 p.m. | 26                  | 58                    | 16       | 74    | —                                  | 657    |
| 2.8                            | Redmond, WA   | Sept. 2007                | —                    | 11:00 a.m.–2:00 p.m. | 30                  | 53                    | 17       | 70    | —                                  | 657    |
| 3.6                            | Snohomish, WA | July 2007                 | —                    | 11:00 a.m.–2:00 p.m. | 15                  | —                     | —        | 65    | —                                  | 657    |

Average Pass-By Trip Percentage: 26

“—” means no data were provided

**Table F.27 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ<br>FT, GFA) | LOCATION            | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                      |
|-------------------------------|---------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|-----------------------------|
|                               |                     |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                             |
| 16.0                          | Overland Park, KS   | Dec. 1988                 | 20                   | 4:30–5:30 p.m. | 15                  | 55                    | 30       | 85    | —                                  | —                           |
| 3.3                           | Louisville area, KY | July 1993                 | —                    | 4:00–6:00 p.m. | 48                  | 22                    | 30       | 52    | 2,570                              | Barton-Aschman<br>Assoc.    |
| 3.4                           | Louisville area, KY | July 1993                 | —                    | 4:00–6:00 p.m. | 64                  | 22                    | 14       | 36    | 2,266                              | Barton-Aschman<br>Assoc.    |
| 3.4                           | Louisville area, KY | July 1993                 | 75                   | 4:00–6:00 p.m. | 57                  | 11                    | 32       | 43    | 1,955                              | Barton-Aschman<br>Assoc.    |
| 3.5                           | Louisville area, KY | June 1993                 | 53                   | 4:00–6:00 p.m. | 47                  | 32                    | 21       | 53    | 2,785                              | Barton-Aschman<br>Assoc.    |
| 6.4                           | Louisville area, KY | June 1993                 | 66                   | 4:00–6:00 p.m. | 53                  | 20                    | 27       | 47    | 2,610                              | Barton-Aschman<br>Assoc.    |
| 3.8                           | Colonial Park, PA   | March 2005                | 56                   | 4:00–5:00 p.m. | 43                  | —                     | —        | 57    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Camp Hill Mall, PA  | March 2005                | 38                   | 4:15–5:15 p.m. | 41                  | —                     | —        | 59    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Exeter Twp, PA      | March 2005                | 14                   | 4:00–5:00 p.m. | 24                  | —                     | —        | 76    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | York, PA            | March 2005                | 63                   | 4:00–5:00 p.m. | 29                  | —                     | —        | 71    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | York, PA            | March 2005                | 70                   | 4:00–5:00 p.m. | 29                  | —                     | —        | 71    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Palmyra, PA         | March 2005                | 29                   | 4:15–5:15 p.m. | 27                  | —                     | —        | 73    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Mountain Road, PA   | March 2005                | 41                   | 4:00–5:00 p.m. | 25                  | —                     | —        | 75    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Hummelstown, PA     | March 2005                | 37                   | 4:00–6:00 p.m. | 31                  | —                     | —        | 69    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Muhlenberg, PA      | March 2005                | 19                   | 4:00–6:00 p.m. | 29                  | —                     | —        | 71    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | York, PA            | March 2005                | 34                   | 4:00–6:00 p.m. | 21                  | —                     | —        | 79    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Derry Street, PA    | March 2005                | 36                   | 4:00–6:00 p.m. | 29                  | —                     | —        | 71    | —                                  | McMahon<br>Associates, Inc. |
| 3.6                           | Arlington, WA       | Sept. 2007                | —                    | 4:00–6:00 p.m. | 42                  | 50                    | 8        | 58    | —                                  | McMahon<br>Associates, Inc. |
| 2.7                           | Lynnwood, WA        | Sept. 2007                | —                    | 4:00–6:00 p.m. | 26                  | 66                    | 8        | 74    | —                                  | 657                         |
| 2.8                           | Redmond, WA         | Sept. 2007                | —                    | 4:00–6:00 p.m. | 21                  | 55                    | 24       | 79    | —                                  | 657                         |
| 3.6                           | Snohomish, WA       | July 2007                 | —                    | 4:00–6:00 p.m. | 29                  | —                     | —        | 71    | —                                  | 657                         |

Average Pass-By Trip Percentage: 35

“—” means no data were provided

**Figure F.15 Drive-in Bank (912)**

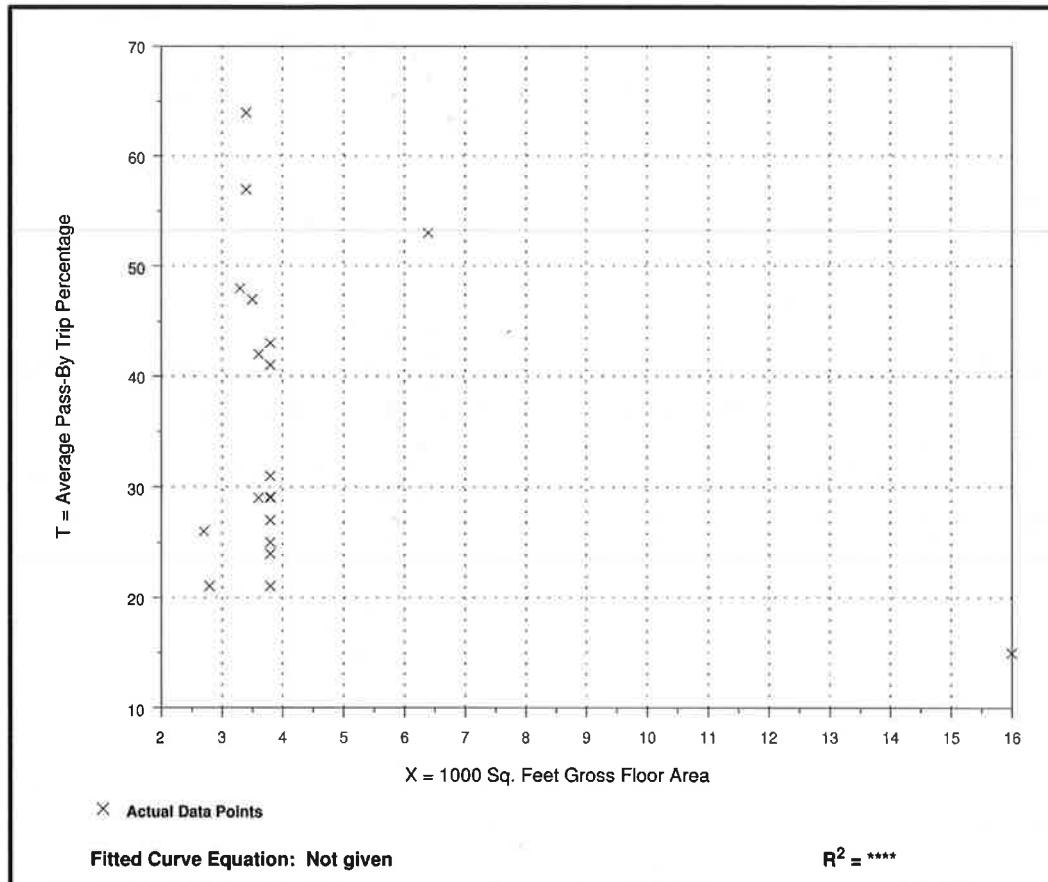
**Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Floor Area**

**On a: Weekday, P.M. Peak Period**

**Number of Studies: 21**

**Average 1000 Sq. Feet GFA: 4**

**Data Plot**



**Table F.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ.<br>FT GFA) | LOCATION           | SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD           | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                      |
|-------------------------------|--------------------|----------------|----------------------|-----------------------|---------------------|-----------------------|----------|-------|------------------------------------|-----------------------------|
|                               |                    |                |                      |                       |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                             |
| 3.8                           | Colonial Park, PA  | March 2005     | 63                   | 11:15 a.m.–12:15 p.m. | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Camp Hill Mall, PA | March 2005     | 103                  | 11:00 a.m.–12:00 p.m. | 77                  | —                     | —        | 23    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | Exeter Twp, PA     | March 2005     | 34                   | 10:30–11:30 a.m.      | 37                  | —                     | —        | 63    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | York, PA           | March 2005     | 53                   | 10:15–11:15 a.m.      | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                           | York, PA           | March 2005     | 25                   | 10:45–11:45 a.m.      | 12                  | —                     | —        | 88    | —                                  | McMahon<br>Associates, Inc. |

Average Pass-By Trip Percentage: 38  
“—” means no data were provided

**Table F.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 931—Quality Restaurant**

| SEATS | SIZE<br>(1,000 SQ.<br>FT GFA) | LOCATION            | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                  |
|-------|-------------------------------|---------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|-------------------------|
|       |                               |                     |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                         |
| 240   | 12                            | Louisville area, KY | July 1993                 | 38                   | 4:00–6:00 p.m. | 26                  | 36                    | 38       | 74    | 4,145                              | Barton-Ashman<br>Assoc. |
| —     | 8                             | Orlando, FL         | 1992                      | 168                  | 4:00–8:00 p.m. | 45                  | —                     | —        | 55    | —                                  | TPD Inc.                |
| —     | 8.8                           | Orlando, FL         | 1992                      | 84                   | 2:00–6:00 p.m. | 44                  | 40                    | 16       | 56    | —                                  | TPD Inc.                |
| —     | 6.5                           | Orlando, FL         | 1995                      | 173                  | 2:00–6:00 p.m. | 62                  | —                     | —        | 38    | —                                  | TPD Inc.                |

Average Pass-By Trip Percentage: 44  
“—” means no data were provided

**Table F.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 932—High-Turnover (Sit-Down) Restaurant**

| SEATS | SIZE<br>(1,000<br>SQ. FT<br>GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ.<br>STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                       |
|-------|----------------------------------|------------------------|---------------------------|----------------------|----------------|-------------------------|-----------------------|----------|-------|--|------------------------------|
|       |                                  |                        |                           |                      |                |                         | PRIMARY               | DIVERTED | TOTAL |  |                              |
| —     | 5.8                              | Orlando, FL            | 1992                      | 150                  | 2:00–6:00 p.m. | 32                      | —                     | —        | 68    | —  | TPD Inc.                     |
| —     | 5                                | Casselberry,<br>FL     | 1992                      | 65                   | 2:00–6:00 p.m. | 58                      | —                     | —        | 42    | —  | TPD Inc.                     |
| 168   | 5.3                              | Louisville<br>area, KY | 1993                      | 24                   | 4:00–6:00 p.m. | 50                      | 37                    | 13       | 50    | 1,615                                    | Barton-<br>Aschman<br>Assoc. |
| 169   | 2.9                              | Louisville<br>area, KY | 1993                      | 41                   | 4:00–6:00 p.m. | 37                      | 27                    | 36       | 63    | 3,935                                    | Barton-<br>Aschman<br>Assoc  |
| 150   | 3.1                              | Louisville<br>area, KY | 1993                      | 21                   | 4:00–6:00 p.m. | 38                      | 29                    | 33       | 62    | 2,580                                    | Barton-<br>Aschman<br>Assoc. |
| 250   | 7.1                              | New Albany,<br>IN      | 1993                      | —                    | 4:00–6:00 p.m. | 23                      | 23                    | 54       | 77    | 1,565                                    | Barton-<br>Aschman<br>Assoc. |
| —     | 8                                | Kissimmee,<br>FL       | 1995                      | 664                  | 2:00–6:00 p.m. | 40                      | 39                    | 21       | 60    | —  | TPD Inc.                     |
| —     | 11                               | Orlando, FL            | 1996                      | 267                  | 2:00–6:00 p.m. | 38                      | 43                    | 19       | 62    | —  | TPD Inc.                     |
| —     | 12                               | Orlando, FL            | 1996                      | 317                  | 2:00–6:00 p.m. | 29                      | 51                    | 20       | 71    | —  | TPD Inc.                     |
| —     | 4.6                              | Orlando, FL            | 1992                      | 276                  | 2:00–6:00 p.m. | 63                      | —                     | —        | 37    | —  | TPD Inc.                     |
| —     | 5.7                              | Orlando, FL            | 1994                      | 308                  | 2:00–6:00 p.m. | 57                      | —                     | —        | 43    | —  | TPD Inc.                     |
| —     | 6.2                              | Orlando, FL            | 1995                      | 521                  | 2:00–6:00 p.m. | 46                      | 43                    | 11       | 54    | —  | TPD Inc.                     |

Average Pass-By Trip Percentage: 43

“—” means no data were provided

**Figure F.16 High-Turnover (Sit-Down) Restaurant (932)**

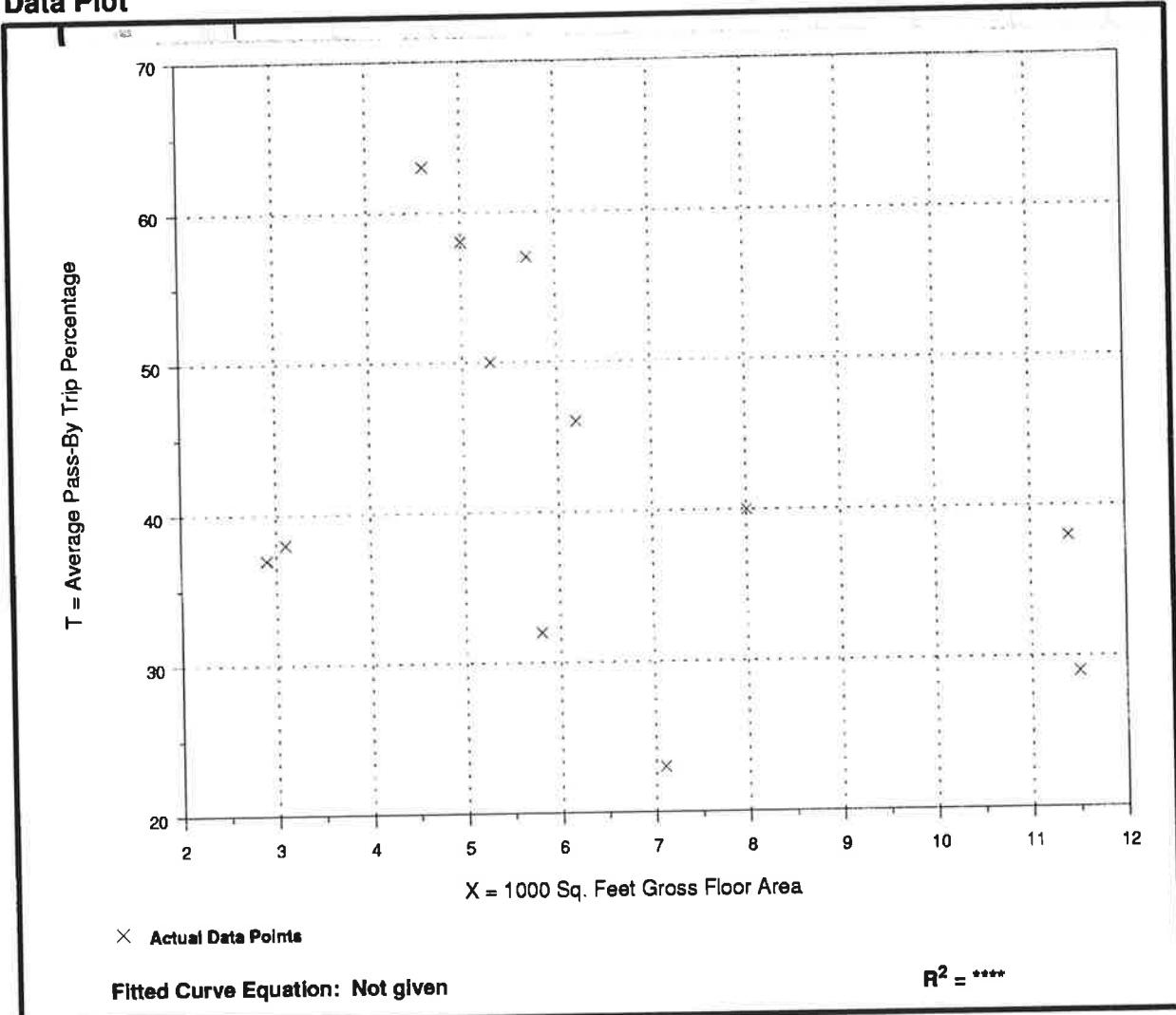
Average Pass-By Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area

On a: Weekday, PM Peak Period

Number of Studies: 12

Average 1,000 Sq. Ft. GFA: 6.4

**Data Plot**



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Disclaimer: MassDOT has a wide range of traffic volume data. What is displayed here is data that has been captured within the past 10 years. [...more](#)

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| Record                        |  | ◀◀ | ◀ | 1 | ▶           | ▶▶ | of 1         | Goto Record | go |  |  |  |  |  |
|-------------------------------|--|----|---|---|-------------|----|--------------|-------------|----|--|--|--|--|--|
| Location ID                   |  |    |   |   | MPO ID      |    |              |             |    |  |  |  |  |  |
| Type                          |  |    |   |   | HPMS ID     |    | 181007302540 |             |    |  |  |  |  |  |
| On NHS                        |  |    |   |   | On HPMS     |    | Yes          |             |    |  |  |  |  |  |
| LRS ID                        |  |    |   |   | LRS Loc Pt. |    | 49.74125     |             |    |  |  |  |  |  |
| SF Group                      |  |    |   |   | Route Type  |    | SR           |             |    |  |  |  |  |  |
| AF Group                      |  |    |   |   | Route       |    | 110          |             |    |  |  |  |  |  |
| GF Group                      |  |    |   |   | Active      |    | Yes          |             |    |  |  |  |  |  |
| Class Dist Grp                |  |    |   |   | Category    |    | HPMS         |             |    |  |  |  |  |  |
| Seas Clss Grp                 |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| WIM Group                     |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| QC Group                      |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| Fnct'l Class                  |  |    |   |   | Milepost    |    |              |             |    |  |  |  |  |  |
| Located On                    |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| Loc On Alias                  |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| EAST OF                       |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| <a href="#">More Detail</a> ▶ |  |    |   |   |             |    |              |             |    |  |  |  |  |  |
| <b>STATION DATA</b>           |  |    |   |   |             |    |              |             |    |  |  |  |  |  |

Directions: [2-WAY](#) [EB](#) [WB](#) [?](#)

| AADT <a href="#">?</a> |      |                     |        |     |     |              |          |                 |
|------------------------|------|---------------------|--------|-----|-----|--------------|----------|-----------------|
|                        | Year | AADT                | DHV-30 | K % | D % | PA           | BC       | Src             |
|                        | 2020 | 16,204              |        |     |     |              |          |                 |
|                        | 2019 | 17,608 <sup>3</sup> | 1,868  | 11  | 65  | 16,855 (96%) | 753 (4%) | Grown from 2018 |
|                        | 2018 | 17,679              | 1,876  | 11  | 65  | 16,707 (95%) | 972 (5%) |                 |
|                        | 2017 | 16,988 <sup>3</sup> |        |     |     | 16,206 (95%) | 782 (5%) | Grown from 2016 |
|                        | 2016 | 16,704 <sup>3</sup> |        | 11  | 62  | 15,785 (94%) | 919 (6%) | Grown from 2015 |

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